

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Extended Study Session

June 13, 2005  
6:00 p.m.

Council Conference Room  
Bellevue, Washington

PRESENT: Mayor Marshall, Deputy Mayor Noble, and Councilmembers Balducci, Chelminiak<sup>1</sup>, Davidson, Degginger, and Lee

ABSENT: None.

1. Executive Session

Deputy Mayor Noble opened the meeting at 6:00 p.m. and announced recess to Executive Session for approximately 75 minutes to discuss two items of pending litigation, one item of potential litigation, one item of property acquisition, and one item of property disposition.

The meeting resumed at 7:35 p.m. with Mayor Marshall presiding.

2. Oral Communications

- (a) Beth Wojick, SEAFAIR, discussed the upcoming Virginia Mason Team Medicine marathon, half marathon, and 5K run to be held in Bellevue. She is enjoying working with Terry Higashiyama, Assistant Parks Director, to coordinate the event. Currently 1,700 participants have registered including 500 planning to run the full marathon. Approximately 27 percent of the participants are coming from out of the area including individuals from California, Arizona, and Colorado. Ms. Wojick said event organizers recently discovered that the 520 bridge will be closed on the day of the event (Sunday, July 10). There are currently 650 volunteers and the goal is to recruit a total of 800. There will be 18 water stations along the route. There are 92 churches in Bellevue, 18 of which are along the marathon route. Event organizers are working with these churches to mitigate traffic impacts. The pre-event expo to be held at the Hyatt is sold out.

Responding to Mayor Marshall, Ms. Wojick said one lane of West Lake Sammamish Parkway will be closed for nearly four hours for the event. Event organizers are working to notify residents through community associations and have contacted Vasa Park as well. Ms. Wojick invited Councilmembers to attend the kickoff of the run early in the morning on July 10.

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<sup>1</sup> Councilmember Chelminiak arrived at 7:00 p.m.

- (b) Stacie Anderson, Surrey Downs Community Club, expressed concern regarding the proposed High-Capacity Transit Interest Statement, which includes the consideration of alternatives that could affect the Surrey Downs, Enatai, and Bellecrest neighborhoods. She recalled her letter to Council in December 2003 requesting information about the consideration of HCT along 112<sup>th</sup> Avenue SE. Ms. Anderson asked Council to defer action on the interest statement until residents have an opportunity to take part in the process.
- (c) Kathleen Huckabay, Chairperson for Eastside Transportation Choices, thanked Council for its thoughtful, previous discussion regarding high-capacity transit. She expressed support for the consideration of HCT and alternative transportation modes as the only way to increase mobility in the region. Ms. Huckabay encouraged Council to forward the proposed interest statement to Sound Transit.
- (d) Jim Hunt, Kirkland, addressed Agenda Item 3(b) regarding downtown bus layovers. He feels the selection of Site 5 would have a significant negative impact on bicycle traffic along 114<sup>th</sup> Avenue, which connects to 112<sup>th</sup> Avenue NE and 118<sup>th</sup> Avenue SE. He submitted his comments in writing.

### 3. Study Session

- (a) Council Business and New Initiatives

[No new initiatives were introduced.]

- (b) Downtown Bus Layovers

Transportation Director Goran Sparman opened discussion regarding downtown bus layover zones and noted the challenge of identifying appropriate layover locations.

Nancy LaCombe, Project Manager, said layover zones ensure buses maintain their schedules by providing approximately 20 minutes at the end of a route to allow for delays from congestion or other factors. The layovers also allow bus drivers to take a break.

Ms. LaCombe reviewed layover zones in neighboring cities. Redmond utilizes its transit center, Park and Ride lots, two on-street spaces west of the transit center, and one on-street space along Avondale Road. Kirkland provides layover space at its transit center and north of the center on Central Way. Issaquah uses its transit center, four on-street spaces near a Park and Ride, and a small bus/van space north of I-90 at 53<sup>rd</sup> and West Lake Sammamish Parkway. Seattle provides layover spaces on residential streets throughout the city. Major layover facilities in the region include the Commerce Street Garage in Tacoma and the International District Station, Convention Place Station, and University of Washington locations in Seattle.

Previous efforts in Bellevue in 2001 identified potential on-street layover spaces approved by Council. The Transit Plan was adopted in June 2003, and 25 on-street layover locations were evaluated in January 2004. These alternative locations were presented to the Transportation

Commission in April 2004. Additional short-term layover locations were considered in February 2005.

Ms. LaCombe explained that Bellevue's long-term transit layover needs were identified through the Bellevue Downtown Subarea Plan, which indicated 19 layover spaces were needed within the downtown core. The Access Downtown project eliminated five layover spaces on NE 6<sup>th</sup> Street and eight spaces on 114<sup>th</sup> Avenue NE. Two spaces approved in February 2005 responded to these losses. Ms. LaCombe described the need for two additional spaces during 2005-2007, five additional spaces for 2008-2012, and 12 more spaces for 2020-2030 for a total of 19 spaces.

The June 2003 study of on-street layover spaces concluded that 25 sites were not feasible and 10 sites warranted additional analysis. Acknowledging Bellevue's lack of on-street right-of-way, King County began to evaluate options for off-street layover spaces. Ms. LaCombe said it is important for layover spaces to be located near the Transit Center in order to be effective.

Ms. LaCombe reviewed five sites selected as the most feasible options. Site 1 is an existing King County parcel near Bellevue Transit Center, Meydenbauer Center, and the New City Hall. Site 2 is the southwest corner of NE 4<sup>th</sup> Street and 112<sup>th</sup> Avenue NE, near the New City Hall. Site 3 includes parcels to the west of 111<sup>th</sup> Avenue NE. Site 4 includes parcels to the east of 111<sup>th</sup> Avenue NE. Site 5 is the southeast corner of NE 6<sup>th</sup> Street and 112<sup>th</sup> Avenue NE (former Coco's site).

Staff recommends moving forward with Sites 1, 3, and 5 for further analysis. Sites 1 and 3 ranked the highest in the evaluation. While Site 5 ranked lower in terms of travel time to the Transit Center, staff feels there are land use advantages to this site. Metro and Sound Transit are the lead funding agencies for this project. However, the City of Bellevue is a key stakeholder in determining site feasibility. Once a site is selected a detailed funding package will be brought forward. Next steps are as follows:

- June through September 2005 – Public involvement process,
- July 2005 – Economic feasibility/development analysis,
- September 2005 – Final decision on long-term layover location and interlocal agreement,
- January 2006 or later – Site layout and design,
- Unknown – Construction schedule.

Responding to Councilmember Lee, Ms. LaCombe said Site 5's land use advantage is being adjacent to the freeway and commercial areas rather than residential areas.

Mr. Chelminiak encouraged continued analysis of at least one of the less expensive options. He noted the cost associated with using land inside the downtown core, which could generate revenue for the City from commercial uses, versus land just outside the downtown. Mr. Sparman described the intent to combine a bus layover facility with another use.

Dr. Davidson questioned Metro's claims regarding the extra expense of locating layover zones that will cost them money up to a couple of blocks from the Transit Center. He noted Metro

appeared satisfied with layover spaces provided in the past using the City's right-of-way that were farther from the Transit Center.

Ms. LaCombe responded to questions of clarification regarding the recommended layover sites.

Councilmember Balducci supports further analysis of Sites 1 and 3 but questioned the feasibility of Site 5. She would like the analysis to consider the impacts to the bike route along 114<sup>th</sup> Avenue as outlined by Mr. Hunt during Oral Communications.

Councilmember Lee recommends a less expensive location for a long-term solution. He feels a bus layover facility is not the best use of valuable downtown land.

Mr. Sparrman said the identification of layover space is necessary in order to support continued growth in transit services. He noted the operational costs associated with locating layover space outside the downtown.

Mr. Degginger supports transit services and feels a specific facility is a better solution than locating layover zones on city streets. He encouraged a focus on improving mobility between the east and west sides of downtown Bellevue as part of the layover analysis.

Responding to Mr. Chelminiak, Planning and Community Development Director Matt Terry said staff is evaluating alternative land uses to be collocated with a layover site. Residential uses are more viable nearby rather than above a bus facility. Mr. Terry said the Coco's site (Site 5) provides the most flexibility and the 111<sup>th</sup> Avenue site (Site 3) provides the opportunity for residential development.

Mr. Chelminiak questioned the feasibility of combining a layover facility with a downtown parking garage. Mr. Terry said the Downtown Implementation Plan states that parking facilities scattered throughout the downtown are preferable to parking facilities along the edge of downtown.

Mayor Marshall expressed support for further analysis of the three recommended sites.

Deputy Mayor Noble is not in favor of Site 1 due to its potential for a higher use.

- Deputy Mayor Noble moved to direct staff to move forward with Sites 1, 3, and 5 for further economic, co-development feasibility, and conceptual design analysis. Mr. Degginger seconded the motion.
- The motion to direct staff to move forward with Sites 1, 3, and 5 for further economic, co-development feasibility, and conceptual design analysis carried by a vote of 7-0.

(c) Future High Capacity Transit (HCT) Interest Statement

Diane Carlson, Director of Intergovernmental Relations, recalled that the Future High Capacity Transit Interest Statement is part of the Regional Mobility Interest Statement and Vision.

Additional components of the regional interest statement address freeways, high-occupancy vehicle system integration, and regional bus improvements.

Ms. Carlson reviewed the guiding principles of the Future High Capacity Transit Interest Statement and noted the addition of text regarding specific freeway corridors following Council's May 23 discussion. The purpose of the interest statement is to guide Sound Transit as it moves forward with its long-range and Phase II plans. It does not represent a selection of alternatives or alignments. Sound Transit is responsible for Phase II project-level analysis and the selection of final alternatives.

Ms. Carlson said a revised interest statement is provided in Council's desk packet. On the first page of the revised version, the last line was inadvertently omitted.

Mayor Marshall expressed concern that Surrey Downs residents feel disenfranchised from this process. She noted that discussion of the draft interest statement has occurred in previous public meetings. Surrey Downs representatives participated in the Downtown Implementation Plan Update and attended a Sound Transit open house where these ideas were discussed. She suggested staff attend the Surrey Downs Community Club meeting this week to discuss the interest statement. Mayor Marshall reiterated that the City is not choosing any specific alternative and final decisions will be made by Sound Transit. Mr. Sparrman said he will send a staff person to the Surrey Downs meeting.

Dr. Davidson noted that 1.2 cents of every dollar in sales tax goes to public transit, while local government receives only 1 cent of every dollar. He would like a focus on developing a strong Eastside public transit system and then connecting that effectively with the regional transit system. He questioned whether Sound Transit plans a Phase III in its system development.

Mr. Lee supports the draft interest statement. However, he encourages greater flexibility in considering future technology options. He concurs with Dr. Davidson's suggestion to develop an Eastside transit system, noting that Bellevue typically does a good job of creating its own solutions and projects.

Ms. Balducci expressed support for the interest statement. She questioned the urgency and suggested waiting to receive input from more residents.

Mr. Sparrman said the timing of adoption is up to the Council. He noted there will be an extensive public involvement process as specific alternatives and alignments are moved forward by Sound Transit.

Deputy Mayor Noble commented that an effective HCT system will require a dedicated right-of-way and supportive park and ride facilities. Responding to Mr. Noble, staff clarified that the references in the interest statement to possible routes west of I-405 are consistent with Sound Transit's options. Mr. Noble encouraged continued consideration of HCT routes along or adjacent to I-405 as well.

Mr. Chelminiak supports the interest statement. However, he does not want Sound Transit to limit itself to advancing light rail and bus rapid transit (BRT) alternatives. Additionally, he favors buses using the middle lane of I-90. He cautioned that BRT really means more regional express buses.

Mayor Marshall clarified that plans for I-90 include 24-hour HOV/BRT lanes on the outside rather than the center lanes, which she feels is consistent with Mr. Chelminiak's position. Mr. Sparrman added that the I-90 agreement signed by six parties approved dedicating the center lanes to true HCT only.

Mr. Degginger suggested an addition to the interest statement reflecting Bellevue's commitment to subarea equity in spending Sound Transit funds. Mayor Marshall and Council concurred.

Responding to Mr. Degginger, Mr. Sparrman said the Sound Transit Board is scheduled to take action on the long-range plan on July 7. This will be followed by the identification of Phase 2 candidate projects over the next couple of months. A project-level environmental analysis for the I-90 project will take 18 to 24 months. This will be followed by an assessment of alternatives and a detailed design process involving all stakeholders.

Mr. Lee reiterated his suggestion that the HCT interest statement indicate a commitment to remain flexible to technological advances.

Mr. Chelminiak commented that the interest statement, as drafted, implies an impact to the Surrey Downs neighborhood but is not explicitly acknowledged. Surrey Downs residents have been involved in this issue for some time and attended Sound Transit meetings. He favors waiting at least a week to adopt the interest statement. If HCT goes through West Bellevue, Mr. Chelminiak favors undergrounding the system as much as possible and ensuring neighborhood access to the system.

- Deputy Mayor Noble moved to direct staff to amend the Future High Capacity Transit Interest Statement to add Councilmember Lee's suggested reference to technology and a statement regarding subarea equity, and to bring back the statement next week for final Council action. Mayor Marshall seconded the motion.

Ms. Balducci expressed a preference to create a unified regional system rather than to repeatedly adopt new technology.

Dr. Davidson is hesitant to support the interest statement because he feels it precludes consideration of the 118<sup>th</sup> Avenue and I-405 corridors.

- The motion to amend the Future HCT Interest Statement as directed by Council and to bring it back next week for Council approval carried by a vote of 7-0.

At 9:30 p.m., Mayor Marshall declared a short break. The meeting resumed at 9:35 p.m.

- (d) Annexation of Right-of-Way on Bel-Red Road
- (e) Consideration to De-Annex Property at NE 28<sup>th</sup> Street and Bel-Red Road

City Manager Steve Sarkozy noted that Agenda Items (d) and (e) are related and involve adjustment of the boundary line between Redmond and Bellevue. Council action will be requested on the June 20 Consent Calendar.

Nicholas Matz, Senior Planner, described a proposal to adjust the boundary line between Redmond and Bellevue to avoid the complexities of involving two jurisdictions in Bellevue's Capital Investment Program (CIP) project at NE 30<sup>th</sup> Street and Bel-Red Road. This represents the annexation of right-of-way on Bel-Red Road.

Pointing to a map, Mr. Matz described Redmond's request that Bellevue de-annex to Redmond a small strip of property at NE 28<sup>th</sup> Street and Bel-Red Road. Bellevue would like to modify the request to maintain jurisdiction over the southern 30 feet of the strip adjacent to the SE 28<sup>th</sup> Street right-of-way. This will avoid future complications that could jeopardize implementation of Comprehensive Plan Policy S-CR-32.

Dr. Davidson expressed support for both proposals.

- (f) Acceptance of a Notice of Intent to Petition for the Tax Lots Triangle Annexation

Mr. Matz recalled the City's annexation of the Tax Lots a few years ago. The property is currently undergoing subdivision review. Developers are requesting an adjacent triangle property and roadway for stormwater detention use and non-motorized and roadway access for the Bevedere subdivision.

Mr. Matz said staff recommends approval of the Direct Petition for Annexation, subject to the conditions listed on page 3-46 of the meeting packet and on the agenda. Staff further recommends initiating this site into the 2005 Comprehensive Plan Amendments (CPA) work program to establish a Single Family-Low (SF-L) zoning designation.

Responding to Mr. Degginger, Mr. Matz said the triangle parcel is occupied by a large detention vault. The developer would like to add a sports court above the vault and/or a pedestrian path through the area. Mr. Matz said it would be difficult to implement any other use beyond these ideas.

Responding to Mr. Lee, Mr. Matz said the proposed action ensures Bellevue maintains regulatory control over the type of stormwater detention facility used for the subdivision.

- ➡ Deputy Mayor Noble moved to direct staff to accept and process a Direct Petition for Annexation for the Tax Lots Triangle Annexation, with the following conditions:

- Property owners shall assume their share of the City's bonded indebtedness.
- The Tax Lots Triangle initiating parties shall submit, prior to filing a Direct Petition with the city, a Development Agreement under RCW 36.70B.170 to include this site, limiting the site's use to stormwater detention, and non-motorized and roadway access and recreational uses for the Belvedere subdivision.
- An R-1 interim zoning designation, maintaining the existing County zoning, is established for the site, until such time as City Council has adopted the 2005 annual CPAs and associated rezoning.
- Tax Lots Triangle petitioners shall make application for a Process III rezone upon adoption of the 2005 Comprehensive Plan amendments.

Ms. Balducci seconded the motion.

- ➡ The motion to direct staff to accept and process a Direct Petition for Annexation for the Tax Lots Triangle Annexation, with the conditions stated above, carried by a vote of 7-0.
- ➡ Deputy Mayor Noble moved to initiate the Tax Lots Triangle Annexation site into the 2005 Comprehensive Plan Amendments (CPA) work program with the potential zoning of Single Family-Low (SF-L), and Mayor Marshall seconded the motion.
- ➡ The motion to initiate the Tax Lots Triangle Annexation site into the 2005 Comprehensive Plan Amendments (CPA) work program with the potential zoning of Single Family-Low (SF-L) carried by a vote of 7-0.

(g) Olympic Pipe Line Company Franchise Agreement

Mr. Sarkozy recalled previous Council discussions regarding the Olympic Pipe Line Company franchise renewal agreement.

- (1) Ordinance No. 5603 granting Olympic Pipe Line Company, an interstate pipeline corporation incorporated in the State of Delaware, its successors and assigns a 10-year nonexclusive right, privilege, authority, and franchise subject to the terms and conditions prescribed herein to construct, operate, maintain, remove, replace, and repair its existing pipeline facilities, together with the equipment and appurtenances thereto for the transportation of petroleum products within and through the franchise area of the City of Bellevue.
  - (2) Resolution No. 7200 authorizing execution of a Settlement Agreement with Olympic Pipe Line Company resolving the City's unsecured creditor's claims in Olympic Pipe Line Company v. City of Bellevue, et al, Adv. No. 05-01019, United States Bankruptcy Court, W.D. Wash. at Seattle.
- ➡ Deputy Mayor Noble moved to adopt Ordinance No. 5603 and to approve Resolution No. 7200. Mr. Chelminiak seconded the motion

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- ➡ The motion to adopt Ordinance No. 5603 and to approve Resolution No. 7200 carried by a vote of 7-0.

At 9:46 p.m., Mayor Marshall declared the meeting adjourned.

Myrna L. Basich  
City Clerk

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